

The China Mail.

Established February, 1845.

VOL. XLVI. No. 8539.

號九月五日一千八百九十一英

HONGKONG, THURSDAY, MAY 29, 1890.

日一月四年庚

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALAN, 11 & 12, Clement's Lane, Lombard Street, E.C.; G. GEORGE STREET & CO., 30, Cornhill; GORDON & GOTON, Ludgate Circus, E.C.; BAXTER & CO., 31, Walbrook, E.C.; SAMUEL LEADER & CO., 150 & 154, Leadenhall Street; W. M. WILKS, 151, Cannon Street, E.C.; ROBERT WATSON, 15, Fleet Street.
PARIS AND EUROPE.—ADEMER FRANCE, 35, Rue Lafontaine, Paris.
NEW YORK.—J. STEWART HAPPER, THE CHINESE EVANGELIST OFFICE, 53, West 22d Street.
SAN FRANCISCO AND AMERICAN PORTS—BROWN & BLACK, San Fran.; generally—BROWN & BLACK, San Fran.; AUSTRALIA, TASMANIA, AND NEW ZEALAND.—Gordon & Denton, Melbourne and Sydney.
CEYLON.—W. M. SMITH & CO., THE APOTHECARY'S CO., Colombo.
SINGAPORE, STRAITS, &c.—SATYR & CO., Satyrs, Singapore; C. HILSENZEN & CO., Manila.
CHINA.—M. A. de CRUZ, Secrétaire, Quibich & Co., Amoy; N. MOALE, Foochow; HENRY & CO., Shanghai; LANE, CRAWFORD & CO., and KELLY & WALSH, Tewahama; LANE, CRAWFORD & CO., and KELLY & CO.

Intimations.



GOVERNMENT NOTIFICATION.

THE PRAYA REGULATION
WORKS having been commenced, Masters of VESSELS, LAUNDRIES, JURIES and other OFFICERS are informed that the Law of the Praya will be wholly abolished by timber sellers and that if they approach the line of the New Works, or pass within 100 yards, they must do so with caution and at their own risk and peril.

S. BROWN,
Surveyor General.

Surveyor General's Office, 20th May, 1890.

Intimations.

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that a SPECIAL or EXTRAORDINARY GENERAL MEETING of the SHAREHOLDERS of this Company will be held at the CITY HALL, Hongkong, on SATURDAY, the 31st day of May next, at Noon, for the purpose of considering, and if approved, of passing the following Resolutions:

1.—That the Capital of the Hongkong and Shanghai Banking Corporation be increased from \$7,500,000 to \$10,000,000 by the issue of 2,500 New Shares of \$125 each to be issued at the price of \$241 10s. Eastern Shareholders to pay for their allotments at the current rate of the day for Demand Bills on London.

2.—That the said New Shares be in the first instance, in such manner as the Directors shall prescribe for that purpose, offered to the Shareholders in the proportion of one New Share for every three Shares of which on the 31st May, 1890, they shall respectively be the Registered Holders, and that any New Shares not accepted by the Shareholders within the time limited by the Directors for that purpose, be disposed of and allotted by the Directors in such manner and at such price as in their discretion they shall think best in the interest of the Company.

3.—That payment of the sum of \$241 10s. per share for each of the said New Shares be made as follows, viz.—

\$10 12s. 6d. on the 30th June, 1890
\$10 12s. 6d. on the 31st Dec.,
\$10 12s. 6d. on the 31st March, 1891

4.—That the Directors issue to Shareholders holding shares not a multiple of Three a Fractional certificate in respect of each share in excess of or below such multiple, and allot one new share to every person who shall produce three such Fractional Certificates on or before the 30th June, 1890, and pay the first instalment in respect thereof.

5.—That after payment of the first instalment and pending payment of the future instalments, Scrip Certificates in such form as the Directors may determine shall be issued in respect of such New Shares, entitling the Holders on payment of the remaining instalments, and subject to such other terms as to approval, date for lodging Scrip Certificates, and otherwise as the Directors may prescribe, to be registered as the Holders of the Shares represented by such Scrip Certificates respectively.

6.—That interest at the rate of 5 per cent. per annum (free of income tax) be allowed out of the profits of the Company on all instalments paid in advance of the dates when the same become due and that from the 30th June, 1890, Holders of Scrip Certificates be entitled to participate in future dividends, in proportion to the amount of instalments paid in advance, with the other Shareholders of the Company.

7.—That interest at the rate of 8 per cent. per annum be charged on every instalment which shall not be punctually paid, and be paid with such instalments.

8.—That all monies received from premiums on the said New Shares be added to the Reserve Fund.

For the HONGKONG & SHANGHAI BANKING CORPORATION.

In the Matter of the Estate of HERRMANN PAULSEN, Deceased.

HONGKONG.

THE HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the Honorable THE ACTING CHIEF JUSTICE having, in virtue of Section 3 of Ordinance 9 of 1870, made an Order limiting to the 1st day of August next, the time for sending in CLAIMS against the said Estate.

All Creditors are hereby required to send in their CLAIMS to the Undersigned before the said date.

Dated this 27th day of May, 1890.

EDW. J. ACKROYD,
Registrar.

THE HONGKONG & SHANGHAI BANKING CORPORATION.

MONEY ADVANCED ON MORTGAGE,

ON LAND OR BUILDINGS;

PROPERTIES PURCHASED AND SOLD.

Estate managed, all kinds of Agency and Commission Business relating to Land, &c., conducted.

Full Particulars can be obtained at the Company's OFFICES, No. 5, Queen's Road Central.

A. SHELTON HOOKE,
Secretary.

Victoria Building, 5th May, 1890.

THE HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the Honorable THE ACTING CHIEF JUSTICE having, in virtue of Section 3 of Ordinance 9 of 1870, made an Order limiting to the 1st day of August next, the time for sending in CLAIMS against the said Estate.

All Creditors are hereby required to send in their CLAIMS to the Undersigned before the said date.

Dated this 27th day of May, 1890.

EDW. J. ACKROYD,

Registrar.

THE HONGKONG & SHANGHAI BANKING CORPORATION.

MONEY ADVANCED ON MORTGAGE,

ON LAND OR BUILDINGS;

PROPERTIES PURCHASED AND SOLD.

Estate managed, all kinds of Agency and Commission Business relating to Land, &c., conducted.

Full Particulars can be obtained at the Company's OFFICES, No. 5, Queen's Road Central.

A. SHELTON HOOKE,
Secretary.

Victoria Building, 5th May, 1890.

THE HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the Honorable THE ACTING CHIEF JUSTICE having, in virtue of Section 3 of Ordinance 9 of 1870, made an Order limiting to the 1st day of August next, the time for sending in CLAIMS against the said Estate.

All Creditors are hereby required to send in their CLAIMS to the Undersigned before the said date.

Dated this 27th day of May, 1890.

EDW. J. ACKROYD,

Registrar.

THE HONGKONG & SHANGHAI BANKING CORPORATION.

MONEY ADVANCED ON MORTGAGE,

ON LAND OR BUILDINGS;

PROPERTIES PURCHASED AND SOLD.

Estate managed, all kinds of Agency and Commission Business relating to Land, &c., conducted.

Full Particulars can be obtained at the Company's OFFICES, No. 5, Queen's Road Central.

A. SHELTON HOOKE,
Secretary.

Victoria Building, 5th May, 1890.

THE HONGKONG & SHANGHAI BANKING CORPORATION.

MONEY ADVANCED ON MORTGAGE,

ON LAND OR BUILDINGS;

PROPERTIES PURCHASED AND SOLD.

Estate managed, all kinds of Agency and Commission Business relating to Land, &c., conducted.

Full Particulars can be obtained at the Company's OFFICES, No. 5, Queen's Road Central.

A. SHELTON HOOKE,
Secretary.

Victoria Building, 5th May, 1890.

THE HONGKONG & SHANGHAI BANKING CORPORATION.

MONEY ADVANCED ON MORTGAGE,

ON LAND OR BUILDINGS;

PROPERTIES PURCHASED AND SOLD.

Estate managed, all kinds of Agency and Commission Business relating to Land, &c., conducted.

Full Particulars can be obtained at the Company's OFFICES, No. 5, Queen's Road Central.

A. SHELTON HOOKE,
Secretary.

Victoria Building, 5th May, 1890.

THE HONGKONG & SHANGHAI BANKING CORPORATION.

MONEY ADVANCED ON MORTGAGE,

ON LAND OR BUILDINGS;

PROPERTIES PURCHASED AND SOLD.

Estate managed, all kinds of Agency and Commission Business relating to Land, &c., conducted.

Full Particulars can be obtained at the Company's OFFICES, No. 5, Queen's Road Central.

A. SHELTON HOOKE,
Secretary.

Victoria Building, 5th May, 1890.

THE HONGKONG & SHANGHAI BANKING CORPORATION.

MONEY ADVANCED ON MORTGAGE,

ON LAND OR BUILDINGS;

PROPERTIES PURCHASED AND SOLD.

Estate managed, all kinds of Agency and Commission Business relating to Land, &c., conducted.

Full Particulars can be obtained at the Company's OFFICES, No. 5, Queen's Road Central.

A. SHELTON HOOKE,
Secretary.

Victoria Building, 5th May, 1890.

THE HONGKONG & SHANGHAI BANKING CORPORATION.

MONEY ADVANCED ON MORTGAGE,

ON LAND OR BUILDINGS;

PROPERTIES PURCHASED AND SOLD.

Estate managed, all kinds of Agency and Commission Business relating to Land, &c., conducted.

Full Particulars can be obtained at the Company's OFFICES, No. 5, Queen's Road Central.

A. SHELTON HOOKE,
Secretary.

Victoria Building, 5th May, 1890.

THE HONGKONG & SHANGHAI BANKING CORPORATION.

MONEY ADVANCED ON MORTGAGE,

ON LAND OR BUILDINGS;

PROPERTIES PURCHASED AND SOLD.

Estate managed, all kinds of Agency and Commission Business relating to Land, &c., conducted.

Full Particulars can be obtained at the Company's OFFICES, No. 5, Queen's Road Central.

A. SHELTON HOOKE,
Secretary.

Victoria Building, 5th May, 1890.

THE HONGKONG & SHANGHAI BANKING CORPORATION.

MONEY ADVANCED ON MORTGAGE,

ON LAND OR BUILDINGS;

PROPERTIES PURCHASED AND SOLD.

Estate managed, all kinds of Agency and Commission Business relating to Land, &c., conducted.

Full Particulars can be obtained at the Company's OFFICES, No. 5, Queen's Road Central.

A. SHELTON HOOKE,
Secretary.

Victoria Building, 5th May, 1890.

THE HONGKONG & SHANGHAI BANKING CORPORATION.

MONEY ADVANCED ON MORTGAGE,

ON LAND OR BUILDINGS;

PROPERTIES PURCHASED AND SOLD.

Estate managed, all kinds of Agency and Commission Business relating to Land, &c., conducted.

Full Particulars can be obtained at the Company's OFFICES, No. 5, Queen's Road Central.

A. SHELTON HOOKE,
Secretary.

Victoria Building, 5th May, 1890.

THE HONGKONG & SHANGHAI BANKING CORPORATION.

MONEY ADVANCED ON MORTGAGE,

ON LAND OR BUILDINGS;

THE CHINA MAIL.

No. 8539—MAY 20, 1890.

Entertainments.

THEATRE ROYAL,
CITY HALL, HONGKONG.

THIS EVENING,
the 20th May.
GRAND COMPLIMENTARY
BENEFIT,
tendered by
HONGKONG AMATEURS
to the
LADIES OF HODSON'S SURPRISE
PARTY.

PRICES..... As usual.
Seats may be booked at KELLY & WALSH, LTD.,
Hongkong, May 20, 1890. 959

To-day's Advertisements.

CALDBECK MACGREGOR & CO.,
WINE MERCHANTS,
SPIRIT MERCHANTS,
ALE & STOUT MERCHANTS.
HONGKONG, 13, Queen's Road.
SHANGAI, 7, Fochow Road.
LONDON, 101, Leadenhall Street.
Hongkong, May 20, 1890. 979

NOTICE OF CALL.
THE BORNEO HOTEL AND STORES
COMPANY, LIMITED.

NOTICE is hereby given that the FIRST
CALL of TEN DOLLARS per Share
in this Company is payable at the Offices
of the CHINA BORNEO CO., LIMITED, Sando-
kan or Hongkong, on the 15th day of June,
1890, after which date INTEREST at the
Rate of 12% per Annum will be charged.

By Order of the Board of Directors,
CFCIL FABRIS,
Secretary.

Hongkong, May 20, 1890. 933

THE PUNJOM AND SUNGHIE DUA
SAMANTAN MINING COM-
PANY, LIMITED.

THE Fourth Ordinary Half-Yearly
MEETING of SHAREHOLDERS
in the above Company, will be held at the
Company's Offices, No. 9, Queen's Road
Contractor, the 16th or JUNE 1890, at 4
p.m., for the purpose of receiving the
Report of the Directors, together with a
Statement of Accounts to the 30th Septem-
ber, 1889.

The Transfer BOOKS will be CLOSED
from the 3rd to 16th June, both days
inclusive.

A. O'D. GOUDIN,
Secretary.

Hongkong, May 20, 1890. 981

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY & FOOCHOW.
The Co.'s Steamship
Namo, Captain POCOCK, will be
despatched for the above
Ports on SUNDAY, the 1st June, at
Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & CO.,
General Managers.

Hongkong, May 20, 1890. 980

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOT POSTE FRANCAIS,
FOR SHANGAI, KOBE AND
YOKOHAMA.

The Co.'s Steamship
Natal, Captain BERTEL, will be
despatched for the above
Port on about WEDNESDAY, the 4th
June.

G. de CHAMPEAUX,
Agent.

Hongkong, May 20, 1890. 982

Not Responsible for Debts.

Neither the Captain, the Agents, nor
Owners will be Responsible for
any Debt contracted by the Officers
or Crews of the following Vessels, during
their stay in Hongkong Harbour:

CAMERON British barque, Capt. Jas. P.
Murphy.—GILMAN & CO.

D. T. TENNY American ship, Capt. D.
E. Rodick.—GIB, Livingston & CO.

EICH German ship, Capt. F. Röweh.—
DOUGLAS LAPRAIK & CO.

SEAFARO British ship, Capt. H. H. Mc-
Kenzie.—Order.

STATE OF MAINE American ship, Capt.
E. D. F. Nickels.—Master.

Wm. H. MAY American ship, Capt. J.
A. Amsbury.—Order.

DAKIN BROTHERS OF CHINA,
LIMITED,
CHEMISTS.

AERATED WATER S.
Our Plant comprises the latest improve-
ments, and is one of the most complete
and efficient ever shipped from Eng-
land.

The Parity of the water is certified by
analysis.

The construction of the machinery and
system of manufacture in force ensures
cleanliness and absence of all contamination
in the finished waters.

The quality of the Soda water is equal
to that of the best English makers.

The Flavour of the syruped waters is
equal to any produced in England or
abroad.

DAKIN'S AERATED
SARSAPARILLA.

Our make of this popular beverage is not
merely a flavoured water, but is prepared
with an extract of Sarsaparilla root manu-
factured in our own laboratory.

Price, 50 cents per dozen.

TELEPHONE NO. 63.

No. 22 & 24, QUEEN'S ROAD
CENTRAL. 963

Business Notices.

HONGKONG TRADING COMPANY, LTD.

(LATE THE HALL & HOLTZ CO-OPERATIVE COY, LTD.)

(+) HAVE NOW AN ENTIRELY NEW STOCK

OF

LADIES' AND CHILDREN'S

"RAIN COATS,"

"UMBRELLAS," "OVER-SHOES," &c.

(+) GOODS SENT ON APPROVAL

MEMOS. FOR TO-MORROW.

MEMOS. FOR TO-MORROW.

Shipping.

Daylight—Changha leaves for Port Dar-

win, Queensland Ports, &c.

3 p.m.—Hankoo leaves for Kobe, &c.

Lemon leaves for Japan.

MEMOS. FOR TO-MORROW.

MEMOS. FOR TO-MORROW.

Shipping.

Daylight—Changha leaves for Port Dar-

win, Queensland Ports, &c.

3 p.m.—Hankoo leaves for Kobe, &c.

Lemon leaves for Japan.

MEMOS. FOR TO-MORROW.

MEMOS. FOR TO-MORROW.

Shipping.

Daylight—Changha leaves for Port Dar-

win, Queensland Ports, &c.

3 p.m.—Hankoo leaves for Kobe, &c.

Lemon leaves for Japan.

MEMOS. FOR TO-MORROW.

MEMOS. FOR TO-MORROW.

Shipping.

Daylight—Changha leaves for Port Dar-

win, Queensland Ports, &c.

3 p.m.—Hankoo leaves for Kobe, &c.

Lemon leaves for Japan.

MEMOS. FOR TO-MORROW.

MEMOS. FOR TO-MORROW.

Shipping.

Daylight—Changha leaves for Port Dar-

win, Queensland Ports, &c.

3 p.m.—Hankoo leaves for Kobe, &c.

Lemon leaves for Japan.

MEMOS. FOR TO-MORROW.

MEMOS. FOR TO-MORROW.

Shipping.

Daylight—Changha leaves for Port Dar-

win, Queensland Ports, &c.

3 p.m.—Hankoo leaves for Kobe, &c.

Lemon leaves for Japan.

MEMOS. FOR TO-MORROW.

MEMOS. FOR TO-MORROW.

Shipping.

Daylight—Changha leaves for Port Dar-

win, Queensland Ports, &c.

3 p.m.—Hankoo leaves for Kobe, &c.

Lemon leaves for Japan.

MEMOS. FOR TO-MORROW.

MEMOS. FOR TO-MORROW.

Shipping.

Daylight—Changha leaves for Port Dar-

win, Queensland Ports, &c.

3 p.m.—Hankoo leaves for Kobe, &c.

Lemon leaves for Japan.

MEMOS. FOR TO-MORROW.

MEMOS. FOR TO-MORROW.

Shipping.

Daylight—Changha leaves for Port Dar-

win, Queensland Ports, &c.

3 p.m.—Hankoo leaves for Kobe, &c.

Lemon leaves for Japan.

MEMOS. FOR TO-MORROW.

MEMOS. FOR TO-MORROW.

Shipping.

Daylight—Changha leaves for Port Dar-

win, Queensland Ports, &c.

3 p.m.—Hankoo leaves for Kobe, &c.

Lemon leaves for Japan.

MEMOS. FOR TO-MORROW.

MEMOS. FOR TO-MORROW.

Shipping.

Daylight—Changha leaves for Port Dar-

win, Queensland Ports, &c.

3 p.m.—Hankoo leaves for Kobe, &c.

Lemon leaves for Japan.

MEMOS. FOR TO-MORROW.

MEMOS. FOR TO-MORROW.

Shipping.

Daylight—Changha leaves for Port Dar-

win, Queensland Ports, &c.

3 p.m.—Hankoo leaves for Kobe, &c.

Lemon leaves for Japan.

MEMOS. FOR TO-MORROW.

MEMOS. FOR TO-MORROW.

Shipping.

Daylight—Changha leaves for Port Dar-

win, Queensland Ports, &c.

3 p.m.—Hankoo leaves for Kobe, &c.

Lemon leaves for Japan.

MEMOS. FOR TO-MORROW.

MEMOS. FOR TO-MORROW.

Shipping.

Daylight—Changha leaves for Port Dar-

win, Queensland Ports, &c.

3 p.m.—Hankoo leaves for Kobe, &c.

Lemon leaves for Japan.

MEMOS. FOR TO-MORROW.

MEMOS. FOR TO-MORROW.

Shipping.

Daylight—Changha leaves for Port Dar-

win, Queensland Ports, &c.

3 p.m.—Hankoo leaves for Kobe, &c.

Lemon leaves for Japan.

MEMOS. FOR TO-MORROW.

MEMOS. FOR TO-MORROW.

Shipping.

THE CHINA MAIL

Chadwicks Frankly said that his regards and matters as came within his province he desired the utmost publicity and thought that there was much to be gained by eliciting public comment or criticism on the work that was being done. Accordingly a representative of this paper called on him last night and had a long conversation with the honorable gentleman, the gist of which, as far as his memory goes, was as follows:

THE NEW WATER AND DRAINAGE DEPARTMENT.

When do you expect that your work will be done and that you will be able to return to England?

I cannot say yet. There is a good deal yet to do. When I came out here in November last, I expected the Mr. Cooper would be entirely at my disposal free to co-operate with me in the water and drainage work. His services have been mainly taken up with other work in the Surveyor General's Department; that little progress has been possible. Of course I could not, quite all, the minute details myself; and without his assistance I could only advance slowly. Within the last two weeks, however, since Mr. Cooper has been relieved of all work except what pertains to the Sanitary and Water Department, we have got on very fast.

Even after you leave will you not retain some connection with the Department?

I will remain the consulting engineer in London, at any rate as long as the constructional work is going on, and if there is need for it I may be sent out again, but once the works are finished I do not think there is much chance of difficulties arising.

This new Water and Drainage Department entirely separate from the Public Works Department?

Yes, I saw once when I came here that I could not get on working through another, and the Colonial Office approved of the separation of the Departments.

Mr. Cooper then as Resident Engineer of the Water Works and as Sanitary Surveyor, will be entirely independent of the Surveyor General's Department.

He will be dependent only to the Government and the Colonial Office and to me as consulting engineer in London.

Of course as far as the house drains are concerned, and as far as the power of the Sanitary Board goes, he will be subject to the body.

Do you think it is likely that the power of the Sanitary Board will be increased—this will be made the Water Authority?

I had that in contemplation when the transference of the authority. It is a matter, however, that remains for the residents themselves to agitate. I am, on the whole, inclined to think something of the nature of a Municipal Council would be a desirable thing in Hongkong. Of course you must remember that through some sentimental influence Home a Council might be established, on a basis of popular representation, which might prove anything but a benefit to the Colony. As far as constructive work goes, I think that ought to be in the hands of a competent engineer responsible to the Government. After the works are completed their supervision and the carrying out of the by-laws related thereto might, I think, with advantage be entrusted to such a body as the Sanitary Board.

THE WATER SUPPLY.

How far has the work of distributing the water already gone?

We have got as far West along the level as Wing-lok Street. We propose now to turn up Hollywood Road and supply the surrounding district. After a little more time we shall be able to extend our distribution to the Eastern part of the town. At present Tytan water does not go further East than Murray Barracks. We are proceeding as fast as possible with the work, but we have a good deal of difficulty to overcome. The pipes of most of the houses services are utterly unable to stand the great pressure of the new supply, and they have been bursting along the whole line. The other day on account of burst pipes as much water was consumed or rather wasted as if the whole distribution system had been complete and the water in use all over the town. You have no idea what an amount of waste one single tap running can produce.

With the Pukulam and Tytan Works full operation, we may, I suppose, consider that all risk of a water famine will disappear for many years to come?

Unless the town extends very rapidly, which is not to be expected unless you succeed in establishing manufactures here, I should say that you should have an abundant supply for twenty years to come. But some means of preventing waste must be adopted. We cannot allow a Chinaman to leave a tap running all night to wash his trousers. I believe, however, that the principal waste hitherto has been in European houses, no effort being made to look after the servants. Doubtless the intermittent supply was partly the cause of this. Now there ought to be no excuse, and the pressure will be so great that I should say no European could sleep with his tap was running.

I think that the general adoption of meter will be necessary.

Perhaps not. I think that for large houses such as this hotel (the Hongkong Hotel) it would be very desirable to have meters, as the waste might become enormous, but the system we shall probably adopt will be to watch the districts; and if in any district or any block of houses it is discovered that the consumption is abnormal, we shall give the inhabitants the option of having meters put into their houses or of having the water cut off from their homes. Of course, even if the water were cut off, they would not suffer much hardship as they would only have to go a few yards to obtain water from the public tap. Meters are usually required for manufacturers or trades that consume a lot of water.

There has been a good deal of talk about the Pukulam conduit being damaged. Is there ground for suspecting any serious damage?

I think not. I have not examined the tank minutely, but from what I have seen I can find no cause, no cause for alarm. The military did a slight damage, but that was repaired in a day or two. I have not discovered any serious leakage in the conduit, and do not know there is any cause for anxiety in this next future. If there were any signs of its giving way I should recommend that an iron pipe be got at once.

There are still geyser complaints about the muddy state of Pukulam water.

I know, and with some cause. Owing to earth-cutting and embankments not having been properly looked after, the reservoir is filled with fine mud which is held in solution for a long time. The streams above, which feed the reservoir, run clean in a few hours after a storm, while the reservoir itself is dark with this fine mud, which takes a long time to settle. Since the commencement of the recent heavy rains, I have laid pipes parallel to the reservoir, connecting them with the feeding streams, and I think that by this means a supply of fairly clear

water may be obtained. The reservoir will have to be cleaned out some days before the water can be used.

Mr. Price, I know, made an attempt to clean it, or rather began to do so. But he had no reserve to fall back upon, and his men naturally got frightened at the work, and it had to be abandoned. I think it would be well to plant along the course of the streams. I do not mean thick wood. Something of the nature of light bamboo would be best. Something to retain the mud, and keep it from being swept down.

You are proceeding with the filter beds I suppose?

Yes, as fast as we can, and I think in a few months they will be ready. Four filter beds are being constructed near the Victoria Battery, not far from Mr. Humphreys' new house. A small reservoir, which will be covered, is also being constructed there. I should have liked if the service reservoir at the top of Garden Road had been covered over, but there has been nothing to do that we could not do ourselves.

What is your general plan for the distribution of the water? Will the Pukulam water be available for supply of part of the town and the Tytan for another?

The mains will be connected to the Tytan water intake at Garden Road and the Pukulam near Bonham Road. For the purpose of distribution the town will be divided into three zones. The upper zone includes the houses on the Robinson Road between, with a sub-zone extending up to Queen's Gardens. This part of the town will be supplied by water raised by motors. One motor will be on the Garden Road near the gardener's cottage. Another will be on the Coine Road near to the head of Arbuthnot Road, not far from the Catholic Cathedral. These will pump to a small reservoir at 500 feet, behind Bellairs Terrace, and to a slightly higher one on the Peak Road at 700 feet for the upper zone. It will be Tytan water that these motors will raise. I have already obtained one motor, and I am to make experiments with it immediately on Garden Road, and from these experiments I will be able to judge as to the kind of machine best suited for the purpose, and will order the other motors accordingly. The second zone extends to the head of Coine Road will be supplied with the unbroken pressure of Tytan and Pukulam. The lower zone, which will include the rest of the town, will be supplied with a broken pressure, the balance of the pressure being utilized to work the motors which raise the water of the highest levels.

And how will the peak be supplied?

The third motor, which will be on Bonham Road and will be worked with Pukulam water, will be employed to raise the water into the Peak, and here there will also be a small steam-engine which will be used in case of necessity. If, for example, by some means or other the quantity utilised by the lowest levels was very small, then we would have but a small residuum pressure and the steam engine would come in. I think this mode of pumping the water up is far better than making a reservoir near the Austin Arms, as was proposed.

And will there be abundance of water and sufficient pressure for the Fire Brigades?

Certainly. There will be a fire plug at every street corner and at every dead end. The Brigades have nothing but couple a hose to it. The pressure, even when broken, will be quite sufficient to reach the highest houses, and in less than ten minutes the full pressure can be put on.

DRINKING.

Have you completed your drainage scheme?

Not yet. I have prepared plans for the upper levels of the Western district, but I have not yet finished the details of the other parts of the town.

Is it then the separate system that you have adopted?

The term is a misnomer altogether. Mr. Cooper never did propose to exclude rain water from the sewers. The term was taken up by Mr. Price and him, and considerable misunderstanding was caused.

When I arrived I found that it was but to take a clean sheet of paper and begin afresh. I based my plan, neither on his nor on the criticism of it.

I think Mr. Cooper proposed to have intercepting sewers discharging at Belcher's Bay and North Point, will this be one of the principles of your scheme?

No; that is a point on which I am entirely differed from Mr. Cooper. I think it is essential that the sewage should be discharged as promptly as possible. I propose to have six outfalls between Murray Pier and Belcher's Bay. The sewage will be carried by a ravine at the back of the shooting range, but a little more to the East. There I dug a well and got very good water. I procured a percolator pump and suspended it in the well, and I found that I would be able to pump sufficient water to supply a third of the population of the district. The well is 1700 ft. deep, and it took 24 hours with a fall of the water level of only two feet. The rainy season came on, and I was not able to complete my experiments, but they will be resumed at the beginning of the dry season. If they are successful, other wells could easily be sunk in the same ravine and abundant water, I think, could be had for the district. I propose to take the water from the wells in the ravine by a siphon to a reclaimed piece of ground a little to the North of Yau-nan-ti and from there pump it to the different parts of the peninsula on the assumption of a net distribution of 900,000 gallons a day; the cost of the water will be about 27.5 cents per 100 gallons. Plans have been submitted to the Government and a report on the subject will probably be laid on the table of the Legislative Council at the next meeting. The Administrator is, I am sure, desirous that full publicity should be given to such matters.

And what about the drainage of the district?

The drainage must come afterward. Temporary measures are being taken, but little systematic drainage has been adopted until substantial surveys of the area are secured. One of the greatest difficulties is the Kowloon and Hongkong is the want of proper maps. No accurate calculation can be made on the existing ones. Permission has been obtained from the Home Government to have a fresh survey both of Hongkong and Kowloon, and I have no doubt the military authorities will also appreciate the work very much. The houses at Kowloon have been set down on no system. Some of them are on absolutely flat ground, with no gradient. The drainage of such places will present considerable difficulties. Fortunately a large part of the peninsula has not yet been built over, and there is still time to introduce something like system and order. I think that a definite plan of roads for the whole peninsula ought to be drawn up and houses allowed to be built only along such roads or in places as are marked out. I think there ought to be a great future in the Kowloon peninsula if proper roads are constructed and other facilities are obtained. The air there is fresher than in Hongkong and the facilities for building extension are greater. I am astonished that the place has been so long neglected. A great improvement, however, has been made of recent years. Yau-nan-ti has one good sewer discharge into the sea. The whole plan and details of the scheme will be laid before the Legislative Council before I depart, and the Council will be asked to pass the necessary acts.

What do you think the cost will be?

Mr. Price estimated his scheme, but rather Mr. Cooper's scheme, to cost \$363,000.

I do not think the carrying out of the scheme I propose will cost so much money.

For one thing the expense of the large intercepting sewers is avoided.

As they would only have to go a few yards to the storm drains, it should cost less.

Are your plans as to the Eastern district?

I must say I have not thought out the question yet. I suppose pumping will have to be resorted to. It is a rather ticklish question, which I have not yet had time to thoroughly consider.

New sewers will involve new connections with house drains; who do you propose should bear the expense?

I think the new connection should be made at the expense of the Government.

I think also that the Government ought to undertake when necessary the construction of house drains. There is a vast improvement still to be made in this direction.

Many of the house drains are very badly constructed. In the case of the Government undertaken the work, the landlord would of course be charged with the cost, and in the case of a man who was not able to pay at once, I should propose that a deferred system of payment be adopted.

Do you think it would be well to introduce water-closets generally?

I think that in the European quarter, after the new drainage system has been finished, they might be introduced with great advantage. As to the Chinese quarters, I think we might leave the system to be introduced gradually by the force of example.

There are still geyser complaints about the muddy state of Pukulam water.

I know, and with some cause. Owing to

earth-cutting and embankments not having been properly looked after, the reservoir is

filled with fine mud which is held in solu-

tion for a long time. The streams above,

which feed the reservoir, run clean in a few

hours after a storm, while the reservoir itself

is dark with this fine mud, which takes a

long time to settle. Since the commence-

ment of the recent heavy rains, I have laid

pipes parallel to the reservoir, connect-

ing them with the feeding streams, and I think

that by this means a supply of fairly clear

water may be obtained. The reservoir will

have to be cleaned out some days before

the water can be used.

Mr. Price, I know, made an attempt to

clean it, or rather began to do so. But he

had no reserve to fall back upon, and his

men naturally got frightened at the work,

and it had to be abandoned. I think it

would be well to plant along the course

of the streams. I do not mean thick

wood. Something of the nature of light

bamboo would be best. Something to re-

tain the mud, and keep it from being

swept down.

You are proceeding with the filter beds

I suppose?

Yes, as fast as we can, and I think in a

few months they will be ready.

Of course I am speaking my own private

opinion, and I do not suppose I am

entitled to be gainsaid.

What is your general plan for the

distribution of the water? Will the

Pukulam water be available for supply of

part of the town and the Tytan for another?

The mains will be connected to the Tytan

water intake at Garden Road and the

Pukulam near Bonham Road. For the

purpose of distribution the town will be

divided into three zones. The upper zone

includes the houses on the Robinson

Road between, with a sub-zone extending

up to Queen's Gardens. This part of the

town will be supplied by water raised by

motors. One motor will be on the Garden

Road near the gardener's cottage. An-

other will be on the Coine Road near to the

head of Arbuthnot Road, not far from the

Catholic Cathedral. These will pump to a

small reservoir, which will be

covered, and the Tytan water will be

carried up to a slightly higher one on

the Peak Road at 700 feet for the upper

zone. It will be Tytan water that these

motors will raise. I have already ob-</

THE CHINA MAIL.

No. 8539.—MAY 29, 1890.

Mails.

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP
COMPANY.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF
RIO DE JANEIRO will be despatched
for San Francisco, via Yokohama, on
TUESDAY, the 3rd June, at 1 p.m.,
taking Passengers and Freight for Japan,
the United States, and Europe.

Through Bills of Lading issued for transpor-
tation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and
Inland Cities of the United States, via Over-
land Railways, to Havana, Trinidad, and
Demerara, and to ports in Mexico, Central
and South America, by the Company's and
connecting Steamers.

Through Passage Tickets granted to
England, France, and Germany, by all
trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—

To San Francisco ... \$225.00

To San Francisco and return ... 393.75

To Liverpool ... 325.00

To London ... 330.00

To other European points at proportionate
rates. Special reduced rates granted to
Officers of the Army, Navy, Civil Service
and the Imperial Chinese Customs, to be
obtained on application.

Passengers by this Line have the option
of proceeding overland by the Southern
Pacific and connecting Lines, Central Pacific,
Northern Pacific or Canadian Pacific
Railways.

Passengers, who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

Passengers by this Line have the option
of proceeding overland by the Southern
Pacific and connecting Lines, Central Pacific,
Northern Pacific or Canadian Pacific
Railways.

Freight will be received on board until 4
p.m. the day previous to sailing. Parcel
Packages will be received at the office until
5 p.m.; named; all Parcel Packages
should be marked to address in full; value
of same is required.

Circular Invoices to accompany Cargo
designed to point beyond San Francisco, in
the United States, should be sent to the
Company's Offices in Sealed Envelopes,
addressed to the Collector of Customs at San
Francisco.

For further information as to Passage
and Freight, apply to the Agency of the
Company, No. 60A, Queen's Road Central.

C. D. HARMAN,
Agent.

Hongkong, May 12, 1890. 879

NORDDEUTSCHE LLoyD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN,
SUEZ, PORT SAID,
BRINDISI, GENOA,
ANTWERP, BREMEN & HAMBURG,
PORTS IN THE LEVANT, BLACK
SEA & BALTIc PORTS;

ALSO,

LONDON, NEW YORK, BOSTON;
BALTIMORE, NEW ORLEANS,
GALVESTON & SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL
AT SOUTHAMPTON TO LAND PASSENGERS
AND LUGGAGE.

N.B.—Cargo can be taken on through Bills
of Lading for the principal places in
RUSSIA.

ON WEDNESDAY, the 4th day of June,
1890, at 4 p.m., the Company's
Steamship NECKAR, Capt. H. SUPFER,
with MAILED, PASSENGERS, SPECIES,
and CARGO, will leave this port as above,
calling at GIBRALTAR.

Shipping Orders will be granted till
Noon. Cargo will be received on board
until 4 p.m., Specie and Parcels until 3
p.m. on the 3rd June. (Parcels are
not to be sent on board; they must be left
at the AGENT'S Office). Contents and
Value of Packages are required.

The Steamer has splendid Accommodation
and carries a Doctor and Stewards.
For further Particulars, apply to

MELCHERS & Co.,
Agents.

Hongkong, May 22, 1890. 845

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS POSTE FRANCAISE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERRY,
MADRAS, CALCUTTA, ADEN, SUEZ,
PORT SAID,

MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MARSEILLES, AND PORTS
OF BRAZIL, AND LA PLATA;

ALSO

LONDON, HAVRE AND BORDEAUX.

ON THURSDAY, the 5th June,
1890, at noon, the Company's S.S.
SAO BALEI, Commandant BOIXER,
with MAILED, PASSENGERS, SPECIES,
and CARGO, will leave this Port for the
above places.

First-class Fares granted as follows:—

To San Francisco ... \$225.00

To San Francisco and return ... 393.75

To Liverpool ... 325.00

To London ... 330.00

To other European points at proportionate
rates. Special reduced rates granted to
Officers of the Army, Navy, Civil Service
and the Imperial Chinese Customs, to be
obtained on application.

Passengers by this Line have the option
of proceeding overland by the Southern
Pacific and connecting Lines, Central Pacific,
Northern Pacific or Canadian Pacific
Railways.

Passenger, who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

Passenger, who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

Passenger, who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

Passenger, who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

Passenger, who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

Passenger, who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

Passenger, who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

Passenger, who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

Passenger, who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

Passenger, who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

Passenger, who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

Passenger, who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

Passenger, who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

Passenger, who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

Passenger, who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

Passenger, who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

Passenger, who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

Passenger, who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

Passenger, who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

Passenger, who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

Passenger, who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

Passenger, who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

Passenger, who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

Passenger, who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

Passenger, who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

Passenger, who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

Passenger, who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

Passenger, who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

Passenger, who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

Passenger, who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

Passenger, who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

Passenger, who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

Passenger, who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

Passenger, who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

Passenger, who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

Passenger, who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

Passenger, who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

Passenger, who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

Passenger, who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

Passenger, who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

Passenger, who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

Passenger, who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

Passenger, who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

Passenger, who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

Passenger, who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

Passenger, who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

Passenger, who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

Passenger, who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

</